

REMARKS

Applicant regrets the confusion caused by the statement providing for the cancellation of claims which was erroneously included in the previous response and omitted in the present response.

Claim 3 has been amended to remedy the informality cited by providing that the electrical power input is determined at a first instant and a second instant following the first instant in time, the first instant occurring at a time at which the electrical consumer is connected briefly prior to the electrical being supplied with current. Claim 4 has been amended to include the limitations of base claim 1 and intervening claim 2. Claim 5 has been amended to overcome the informality cited by reciting the electrical power input is determined by means of values from the characteristic fields of the generator. Claim 6 has been amended to recite the limitations of base claim 1. Claim 7 has been amended to depend on claim 4, previously indicated as allowable and providing an antecedinal basis for the generator model.

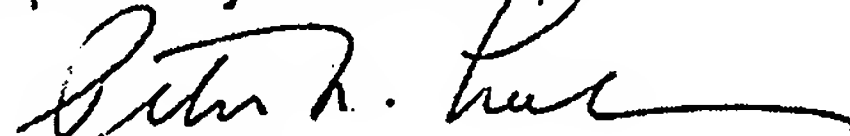
Reconsideration of the rejection of claims 1-3 and 5 again is requested on the basis that the method disclosed in Barske does not determine the fuel consumption of an electrical consumer supplied by a generator but a method of determining when a traction battery 8 is to be recharged by a generator 10. Furthermore, traction battery 8 is not an electrical consumer such as a rear window defroster as contemplated in the claimed method but an electrical energy storage device which may be electrically charged and operated to deliver an electric current to operate an electrical consumer, i.e., an electric drive motor. The Barske method is concerned and thus discloses and teaches the charging of a traction battery of a hybrid vehicle as a function of the electrical charge of the battery as determined by a sensor 9 and a determination of the ideal engine conditions as engine speed, the value of partial vacuum in the intake manifold and information about the transmission ratio which are inputted into the logic module 14.

Generator 10 of Barske is not the equivalent of the generator recited in Applicant's claims. Generator 4 is such equivalent. In this regard, the Examiner's attention is invited to column 6, lines 63 of Barske, which states: "In such a hybrid vehicle, a generator which is usually independent of a generator which supplies power to current-consuming equipment required during i.c. engine operation, charges the batteries which are utilized for electric motor operation".

In view of the foregoing, it respectfully is requested that the rejection of claims 1-3 and 5 be withdrawn, the claims be allowed and further that the application be passed to issue. In the alternative it is requested that the amendment be entered to place the application in better condition for appeal.

The Director is hereby authorized to charge any deficiency in the fees filed, asserted to be filed or which should have been filed herewith, or credit any overpayment, to our Deposit Account No. 14-1437, under Order No. 8369.030.US0000.

Respectfully submitted,



Peter N. Lalos
Registration No. 19,789

PNL/mms
Attorney Docket No.: 8369.030.US0000

NOVAK DRUCE & QUIGG LLP
1300 Eye Street, NW
1000 West Tower
Washington, D.C. 20005
Telephone: (202) 659-0100
Facsimile: (202) 659-0105

Date: October 14, 2008